What Is Claimed Is:

1. A method for controlling a drive unit of a vehicle, comprising:

compensating in steady-state torque losses in an overrun and in an acceleration operation of the drive unit;

weighting a steady-state compensation of the torque losses by a first weighting factor in overrun operation; and

linearly raising the first weighting factor when a drag torque decreases in amount, until acceleration operation is reached.

2. The method as recited in claim 1, further comprising:

deriving the first weighting factor from a sum of a torque requested by an idle-speed controller and a driver-requested torque;

relating the sum to the drag torque to provide a generated quotient; and

restricting the generated quotient.

3. The method as recited in claim 2, wherein the generated quotient is restricted to a value between 0 and 1.

4. The method as recited in claim 1, further comprising:

deriving the first weighting factor from a sum of a torque requested by an idle-speed controller and a torque that is requested by a vehicle-speed controller;

relating to sum to the drag torque to provide a generated quotient; and

restricting the generated quotient.

5. The method as recited in claim 4, wherein the generated quotient is restricted to a value between 0 and 1.

6. The method as recited in claim 1, further comprising:

generating a setpoint torque, including proportionally adding the drag torque to a driver-desired torque, as a function of a position of a driving pedal;

generating the first weighting factor including relating a torque requested by an idle-speed controller to a drag torque, to provide a quotient; and

restricting the quotient.

7. The method as recited in claim 6, wherein the quotient is restricted to a value between 0 and 1.

8. The method as recited in claim 1, further comprising:

generating a setpoint torque including proportionally adding the drag torque to a driver-desired torque, as a function of a position of a driving pedal; and

generating the first weighting factor by relating a torque requested by an idle-speed controller to the drag torque to provide a quotient;

restricting the quotient by a third weighting factor by minimum selection.

9. The method as recited in claim 8, wherein the quotient is restricted to a value between 0 and 1.

10. The method as recited in claim 8, further comprising:

forming the third weighting factor by relating the driver-desired torque to the drag torque to provide a generated quotient, restricting the generated quotient, and subtracting the restricted generated quotient from a setpoint value.

11. The method as recited in claim 10, wherein the generated quotient is restricted to a value between 0 and 1.

12. The method as recited.in claim 10, wherein the setpoint

value is one.

13. The method as recited in claim 8, further comprising:

forming the third weighting factor is formed by relating a torque requested by a vehicle-speed controller to the drag torque to provide an generated quotient, restricting the generated quotient, and subtracting the restricted generated quotient from a setpoint value.

14. The method as recited in claim 13, wherein the generated quotient is restricted to a value between 0 and 1.

15. The method as recited in claim 13, wherein the setpoint value is one.

16. The method as recited in claim 13, wherein the restricted generated quotient is used as second weighting factor for a setpoint-torque request of the vehicle-speed controller within a framework of a torque coordination with a setpoint-torque request derived from the driver-desired torque.

17. The method as recited in claim 1, further comprising:

determining a portion of the torque losses that is to be statically compensated in acceleration operation by a first factor.

18. The method as recited in claim 1, further comprising:

determining a portion of the torque losses that is to be dynamically compensated in overrun operation, given a maximum deceleration requested, by a second factor.

19. The method as recited in claim 1, further comprising:

determining a portion of the torque losses that is to be statically compensated and dynamically compensated, in

acceleration operation, by a third factor.

20. The method as recited in 1, wherein torque losses to be compensated are at least one of dynamically and statically compensated, at least partially, as a function of three factors, and the first weighting factor.

21. The method as recited in claim 11, wherein a fourth factor is taken into account in the compensation, the fourth factor indicating which portion of the torque losses has already been compensated in advance in a steady-state manner.